

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: "warmly" -- gone but not forgotten  
Message-ID: <9508071543.AA16160@bock.ih.att.com>

I'm real sad also to hear Padge has bailed out of r.a.r+p. T-0 sets are still pretty hot on the collectors' market, tho. I saw plenty of all kinds at the Elgin Radiofest. There do seem to be more of them available than there are collectors, tho. So-so uniuts were priced pretty low, tho prime units fetched over \$200 each at the auction. I mean really nice, fully restored ones.

Transistor T-0 prices were down -- just too many of them out there.  
--mike k

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: joe.roberts@tpoint.com  
Subject: 876 TUBE  
Message-ID: <9508070047.013UZ00@tpoint.com>

While digging through the far corners of my tube collection, I cam across a couple RCA 876 tubes. They appear to be ballast tubes about the size of a VT4-C with a threaded base like a lightbulb.

Anybody know what they plug into? What's more, anybody need 'em?

Joe N4WQC  
sp@tpoint.com

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)  
Subject: Re: 876 TUBE  
Message-ID: <9508072314.AA28435@mirage>

joe.roberts@tpoint.com writes:

>

> While digging through the far corners of my tube collection,  
> I cam across a couple RCA 876 tubes. They appear to be ballast  
> tubes about the size of a VT4-C with a threaded base like a lightbulb.  
>

876/886, current regulators, for a voltage drop between 40 and 60 volts the 876 passes 1.7A, the 886 2.05A.

Al Marshall "Real Radios Glow in the Dark" almarshall@acm.org

As nightfall does not come at once, neither does oppression. In both instances, there is a twilight when everything remains seemingly unchanged. And it is in such twilight that we all must be most aware of change in the air--however slight--lest we become unwitting victims of the darkness.

Justice William O. Douglas

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: FRANCIS4@AppleLink.Apple.COM (Francis, Dexter)  
Subject: Adventures in UPSland  
Message-ID: <807821431.3139712@AppleLink.Apple.COM>

Properly packed - as defined by UPS - is really double packed. at least 2" of brand new foam eyeballs all around the unit in the inner box and then at least 2" more of foam eyeballs between the inner and outer boxes. I found this out the hard way - fighting a claim on a Macintosh 13" Color display I'd shipped to my sister. I managed the Display Product Design Group at Apple for 3 years, so I have a pretty good idea what kind of shock the units are designed to take both in and out of the product packaging.

My advice is - pack as if someone is going to throw the box off a 6 foot high dock directly onto a concrete floor. The last two boxes I rec'd looked like that's exactly what happened to them.

Further, if at all possible, open the box in the presense of the driver. If he sees it come out all busted up, it helps. I suppose you could also video or photograph the process if he's not there. Then prepare for the accusations that the packaging was inadequate. If you are sending, let the folks at the counter inspect your packing job, and write down their name, before you ship. That way you can say that they had a chance to inspect it before you sent it off. When a box is delivered damaged, it needs to go back to the point of origin and be inspected, before making a claim.

Major anuspainus...

-df

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: HAMRLUND@aol.com  
Subject: Re: Adventures in UPSland  
Message-ID: <950807154153\_132558306@aol.com>

I have a philosophy about shipping UPS:

I pack anything I ship via UPS with the understanding that they WANT to DESTROY IT !!!

Simple, but, effective.

Robert  
the Hammarlund Guy

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: wa6jpr@engsrv.qsc.com (Wally Linstruth - WA6JPR)  
Subject: Re: Adventures in UPSland  
Message-ID: <9508072029.AA08317@engsrv.qsc.com>

>  
> I have a philosophy about shipping UPS:  
>  
> I pack anything I ship via UPS with the understanding that they WANT to  
> DESTROY IT !!!  
>  
> Simple, but, effective.  
>  
> Robert  
> the Hammarlund Guy  
>  
I have just completed a couple transactions with Robert and can attest that he knows how to pack. And IMHO the descriptions were right on - Thanks Robert.

Speaking for myself...

Wally - WA6JPR@qsc.com

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: dlkerl@elvis.b11.ingr.com (Dan Kerl)  
Subject: Re: Adventures in UPSland  
Message-ID: <199508072112.AA07483@elvis.b11.ingr.com>

Robert (the Hammarlund Guy) sez..  
> I pack anything I ship via UPS with the understanding that they WANT to  
> DESTROY IT !!!

For a good example of this, see the package handling techniques ably displayed by Jim Carey in the opening scenes of the movie "Ace Ventura - Pet Detective". It's a gas.

Dan Kerl  
dlkerl@ingr.com

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: HAMRLUND@aol.com  
Subject: Re: Adventures in UPSland  
Message-ID: <950807170849\_49986079@aol.com>

thank you Wally ! : >))

robert

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: Re: Adventures in UPSland  
Message-ID: <Pine.SOL.3.91.950807171523.19298A-100000@clark.net>

On Mon, 7 Aug 1995 FRANCIS4@AppleLink.Apple.COM wrote:

> Properly packed - as defined by UPS - is really double packed. at least  
> 2" of brand new foam eyeballs all around the unit in the inner box and  
> then at least 2" more of foam eyeballs between the inner and outer boxes.  
> I found this out the hard way - fighting a claim on a Macintosh 13" Color  
> display I'd shipped to my sister. I managed the Display Product Design  
> Group at Apple for 3 years, so I have a pretty good idea what kind of  
> shock the units are designed to take both in and out of the product  
> packaging.

My experience has been that UPS people vary considerably. The assumption  
I seem to sense here is that everybody that is shipping something is  
contemplating a fraudulent claim and treat customers accordingly.

> Further, if at all possible, open the box in the presense of the driver.  
> If he sees it come out all busted up, it helps. I suppose you could also  
> video or photograph the process if he's not there.

The video is a very good idea. I had a bad move (I'll never again use  
Mayflower!) and when it became obvious that packing was sloppy and there  
was a lot of breakage. I set the camcorder on a tripod and taped opening  
each box. I ended up collecting better than \$1500. That didn't  
compensate me for the loss, but if you've ever tried to file a claim with  
a moving company, you'll understand how effective the tape was.

> Then prepare for the accusations that the packaging was inadequate. If

> you are sending, let the folks at the counter inspect your packing job,  
> and write down their name, before you ship. That way you can say that they  
> had a chance to inspect it before you sent it off. When a box is  
> delivered damaged, it needs to go back to the point of origin and be  
> inspected, before making a claim.

Good advice, top to bottom of your original post! This should be saved.

73,  
Tony  
K4KY0

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: steve@hi.com (Steve Byan)  
Subject: Re: All this semi-conductor chatter  
Message-ID: <v02110106ac4be09fb06d@[140.243.30.128]>

>We need a little semi' chatter if nothing else to pat ourselves  
>on the back and remind us of our wisdom in sticking with hollow  
>state. Such chatter is probably self limiting.

The vintage solid-state list is direly in need of solid-state chatter. Is  
the list maintainer interested in more activity? Perhaps a repost of the  
subscription info would be appropriate...

Regards,  
-Steve

Steve Byan	internet: steve@hi.com
Hitachi Computer Products (America), Inc.	
1601 Trapelo Road	phone: (617) 890-0444
Waltham, MA 02154	FAX: (617) 890-4998

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: davidh@gn2.getnet.com (Dave Hollander)  
Subject: Re: All this semi-conductor chatter  
Message-ID: <v01530500ac4c4b2d609e@[10.0.2.15]>

>>We need a little semi' chatter if nothing else to pat ourselves  
>>on the back and remind us of our wisdom in sticking with hollow  
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>The vintage solid-state list is direly in need of solid-state chatter. Is  
>the list maintainer interested in more activity? Perhaps a repost of the  
>subscription info would be appropriate...

>

>Regards,

>-Steve

>

>

>Steve Byan internet: steve@hi.com

>Hitachi Computer Products (America), Inc.

>1601 Trapelo Road phone: (617) 890-0444

>Waltham, MA 02154 FAX: (617) 890-4998

I work in the Power MOSFET group at Motorola Semiconductor and to entertain  
my colleagues and friends when I talk to them about Boat abchors, I refer  
to the tubes as "Glass FETs". After all, MOSFETs are more closely related  
to tubes in operation than bipolar transistors. And to help you, here is  
the conversion table

Drain = Plate

Gate = Grid

Source = Cathode

Haven't figured out the equivalent for the filament or the extra grids yet  
\*smile\*

73,

Dave N7RK

Motorola Semiconductor Products

Power Products Division

\*\*\*\*\*

Dave N7RK

Phoenix, Arizona

davidh@getnet.com	\\-// (o!o)	N7RK @ N7MRP.AZ.USA.NOAM
-----oo00-( )-00oo-----		
E-Mail Address		Packet Radio Address

ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995

From: Michael.J.Knudsen@att.com  
Subject: Re: All this semi-conductor chatter  
Message-ID: <9508072239.AA16520@bock.ih.att.com>

If by "vintage" SS one means sandies with at most 3 leads coming out (OK, 4 for dual-gate FETs), then at least you can keep the equipment running. I think basic transistors will always be available in wide range of voltages and freq responses.

It's those innumerable species of centipedes, with their tendency towards early extinction, that will send more recent sandboxes back to the earth from which they came. 73, mike k

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Grant Youngman <gyoungma@gtetel.com>  
Subject: Another BA Destroyed in Shipment  
Message-ID: <Chameleon.950806223732.gyoungma@gyoungma.gtetel.com>

On Sun, 6 Aug 1995 21:56:28 -0500 (CDT) Dave Hollander wrote:

>  
>I am looking for a clean (no rust), undamaged cabinet for an SX-28  
>receiver. The receiver I have had its cabinet damaged in shipment due to  
>improper packing. Fortunately, the receiver/chassis was not damaged.  
>Anybody have one laying around that they want to part with?  
>

Don't you just hate it when you get something bunged up because the seller didn't pack it carefully enough?

HEY GUYS -- these aren't old shoes were shipping around the country! These are BOATANCHORS: our pride and joy, the apples of our collective eye, lifeblood, raison d'etre, and all that. Nothing worse than being told how "nice" something is and get yourself all hyped up for that UPS delivery, only to have it half destroyed in transit for want of an extra bit of careful packing. Its not like you can collect your insurance money from the shipper and run right down to Walmart and buy another one..... "Oh, yes Sir, we have a complete stock of SX-28's over on isle 22A - right behind the lingerie".

We need some kind of "BA OATH" to pack and ship in a manner what WE would want THE OTHER GUY to do for us. Kind of a "golden rule" of BA shipping. It just isn't that hard and it isn't that expensive.

Grant/NQ5T

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: davidh@gn2.getnet.com (Dave Hollander)  
Subject: Re: Another BA Destroyed in Shipment  
Message-ID: <v01530507ac4b8f5d4420@[10.0.2.15]>

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>>receiver. The receiver I have had its cabinet damaged in shipment due to  
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>>Anybody have one laying around that they want to part with?

>>

>

>Don't you just hate it when you get something bunged up because the seller  
>didn't pack it carefully enough?

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>HEY GUYS -- these aren't old shoes were shipping around the country! These  
>are BOATANCHORS: our pride and joy, the apples of our collective eye,  
>lifeblood, raison d'etre, and all that. Nothing worse than being told how  
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>to have it half destroyed in transit for want of an extra bit of careful  
>packing. Its not like you can collect your insurance money from the shipper  
>and run right down to Walmart and buy another one..... "Oh, yes Sir, we have  
>a complete stock of SX-28's over on isle 22A - right behind the lingerie".

>

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>THE OTHER GUY to do for us. Kind of a "golden rule" of BA shipping. It just  
>isn't that hard and it isn't that expensive.

>

>Grant/NQ5T

Their is more to the SX-28 story. It has been almost a year of trying to collect on the damages. UPS has jacked me around, the shipper won't take reponsibility and the guy I bought it from seemed uninterested in doing anything about it. UPS definitely gets the prize for jacking me around the most. UPS first denied the claim, than sadi they would pay it and than after hearing nothing for a month, i call and the claim is denied...go figure! I am getting ready to write a letter to the CEO of UPS. Don't expect them to do anything but it will get it off of my chest.

Guys...please pack this stuff properly before you ship it!!

73 and hoping for a cabinet for my SX-28..

Dave N7RK



\*\*\*\*\*

Dave N7RK  
Phoenix, Arizona

davidh@getnet.com	\\-// (o!o)	N7RK @ N7MRP.AZ.USA.NOAM
-----oo00-()-00oo-----		
E-Mail Address		Packet Radio Address

ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Joe Reda/HQ/3Com <Joe\_Reda@3mail.3Com.COM>  
Subject: Re: Another BA Destroyed in Shipment  
Message-ID: <9508071523.AA9519@hqsmtp.ops.3com.com>

>There is more to the SX-28 story. It has been almost a year of trying to  
>collect on the damages. UPS has jacked me around, the shipper won't take  
>responsibility and the guy I bought it from seemed uninterested in doing  
>anything about it. UPS definitely gets the prize for jacking me around the  
>most. UPS first denied the claim, than said they would pay it and than  
>after hearing nothing for a month, i call and the claim is denied...go  
>figure! I am getting ready to write a letter to the CEO of UPS. Don't  
>expect them to do anything but it will get it off of my chest.

Dave's experiences are among the reasons why I don't ship UPS anymore.  
Others:

-- they once told our company "pack the stuff so's it can stand a drop of 50  
feet  
in any direction" (!) -- real good for computers;  
-- they seem to be unable to understand the words "will call";  
-- and finally, this: I work 1 minute from the Sunnyvale (CA) UPS facility. I  
live in  
San Jose and the San Jose UPS facility is 10 miles from work. Just because I  
live  
in San Jose all shipments that I want to will call must go to San Jose -- when  
I  
wanted to will call at the closer Sunnyvale facility, I was told "we don't do  
that because  
you have a different zip code than the facility".

\\ Joe KC6TXU

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: m\_mcdonald@marx.ENABLE.dec.com  
Subject: Re: Another BA Destroyed in Shipment  
Message-ID: <9508071712.AA16083@us1rmc.bb.dec.com>

> ...

> Their is more to the SX-28 story. It has been almost a year of trying to  
> collect on the damages. UPS has jacked me around, the shipper won't take  
> reponsibility and the guy I bought it from seemed uninterested in doing  
> anything about it. UPS definitely gets the prize for jacking me around the  
> most. UPS first denied the claim, than sadi they would pay it and than  
> after hearing nothing for a month, i call and the claim is denied...go  
> figure! I am getting ready to write a letter to the CEO of UPS. Don't  
> expect them to do anything but it will get it off of my chest.

> ...

I've only had one damaged shipment out of many dozens with UPS. Their  
claims process worked fine for me.

I suggest sending E-mail to UPS. Their home page on the World Wide Web  
(WWW) has the Uniform Resource Locator (URL)

<http://www.ups.com/>

You can move to another UPS page from this home page. You make the  
move by selecting "Contacts" on the home page. Next is what you see  
in ASCII text form.

\*\*\*\*\*

#### Telephone

Domestic Service Inquiries: 1-800-PICK UPS (8am - 8pm)

International Service Inquiries: 1-800-782-7892 (24hr except Sun)

#### Electronic Mail

Customer Service: [customer.service@ups.com](mailto:customer.service@ups.com)

Tracking Request: [totaltrack@ups.com](mailto:totaltrack@ups.com)

Simply include a single tracking number in the subject or body or your message.

Please try our interactive tracking interface from this web site.

Webmaster: webmaster@ups.com

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\*\*\*\*\*

I suggest sending E-mail to the "Customer Service" address. Be sure to include the UPS tracking number for the damaged item. Try to include the name of the person who initially approved your claim. If this doesn't work, by all means send snail mail to the CEO of UPS.

73

Marll KB1AGM

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: "Mitch, WA4OSR" <fmitch@maf.mobile.al.us>  
Subject: Re: Another collector speaks  
Message-ID: <Pine.SOL.3.91.950806221440.3726C-100000@ns1>

On Sat, 5 Aug 1995, Roberta J. Barmore wrote:

>  
> Vibroplex's own Mitch is helpful, too, though the very soul of  
> discretion when it comes to actual prices for the older bugs (and his  
> reasoning for that is sound)--but ask around, and time after time, you'll  
> hear stories of his company either \*having\* the parts for an oldie, or  
> knowing where to find said parts for 'em. Now \*that's\* service--try  
> asking any other company about a 40-plus-year-old product!  
>

we do have a few old parts... but not many... a couple of small boxes that were not inventoried when i bought the company... ... of course, we have all parts for the original, as it is still in production... as best i can tell from the company records, the original has been in continuous production since around june 1944 (that is the date of some drawings in the parts files and btw, that was before i was born!)... there have been some changes over the years, but they are mostly

cosmetic... that's a pretty good record, continuous production for more than 50 years, and parts still available!!!

\*\*\*but\*\*\* some people think parts should be available \*forever\*... a couple of weeks ago, we got a \*horace martin\* bug for repairs, the best i could tell, it was made 1912-1915... the fellow was upset when i told him we didn't have parts for it!!! i can, of course, make \*any\* part, but it is expensive... i recently made a damper frame and had it nickle plated to repair a bug that had great sentimental value to someone... but by the time my machinist takes an hour to make the part, getting it special plated, etc etc it gets into serious \$\$\$\$...

so, if u have an old bug and need parts, at least check with us... we may be able to help u out... but \*please\* don't ask me why we don't stock parts for a horace martin vibroplex...

mitch  
wa4osr

\* \* \* The \*FIRST HAM OWNER\* of The Vibroplex Co., Inc. \* \* \*

-----  
Email: fmitch@maf.mobile.al.us or, second choice, fmitch@rd.qms.com  
Felton "Mitch" Mitchell, WA4OSR  
The Vibroplex Co., Inc.  
11 Midtown Park, E.  
Mobile, AL 36606-4141 USA  
334-478-8873 Vibroplex, 334-342-7259 home, 334-476-0465 FAX  
-----

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: HAMRLUND@aol.com  
Subject: att: Bill088  
Message-ID: <950807161700\_132587008@aol.com>

please e-mail me, i've lost your e-mail address.....

thanks  
robert

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Paul.Thekan@pgtp.varian.com (Paul Thekan)  
Subject: BA Shipping  
Message-ID: <9508071405.AA26375@pgtp.varian.com>

I've had gear badly damaged in shipment also ,usually due to the fact that the seller thought 4 sheets of newspaper wrapped around BA and then dumped into a flimsy cardboard box was going to survive UPS.

What I do now and has worked quite well is that I get the dimensions of the BA from the seller , find a appropriate box ,load it with bubble pack and a roll of tape and send it to the seller to pack my new prize into it. Its worked for me.

Paul N6FEG

Paul Thekan - Speaking for Himself  
Paul.Thekan@pgtp.varian.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: jml@spider.lloyd.com (Jim Lockwood)  
Subject: Re: BA Shipping  
Message-ID: <m0sfXKV-0010QKC@spider.lloyd.com>

Having moved tons of self-packed radios from left coast to right coast and then from right coast to left coast, let me share the packing techniques that have worked for me.

First off, all radios were double boxed. This is probably the best defense against damage. The outer box suffered the dents and dings (which were numerous), the inner box protected the radio.

Second, I put all radios inside plastic trash bags. These are slippery and glide right over painted surfaces. The benefit of this is that shipping vibration is less likely to cause packing material to abrade painted surfaces down to bare metal. A secondary benefit of having the radio in a bag is that if you use plastic peanuts for packing, they won't invade the radio itself.

Third, nothing, not even shipping peanuts, foam rubber, or bubble pack was allowed to come in contact with front panels in general and dial glass in particular. I accomplished this by using hard styrofoam at each of the four front corners of the radios such that there was an air space between the front of the radio and the inside of the inner box. I learned this lesson the hard way a few years ago upon opening the box containing the SX-62 I had bought. The front dial glass was smashed to pieces. (Fortunately, the inner glass, with all the calibrations had escaped harm.)

Fourth, if the radio, despite being double boxed is still "crushable", I put custom cut lengths of large diameter PVC sewer pipe in the boxes at the corners. These are oriented vertically and will withstand tremendous weight without buckling, yet weigh next to nothing.

There are lots of "right-enough" ways to pack radios to survive shipping. These suggestions I've outlined are the more significant "tricks" I used when I moved my own radios. Maybe I went overboard and less effort would have been adequate, however, everything arrived in working condition, free of dents, scrapes, or other damage.

73,

Jim - km6nk

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: morgan@speckle.ncsl.nist.gov (Roy Morgan)  
Subject: Re: BA Shipping, R-389, PTO wanted  
Message-ID: <9508071809.AA22714@speckle.ncsl.nist.gov>

>  
> I've had gear badly damaged in shipment also  
>  
> ..  
> What I do now ... find a appropriate box ,load it with bubble pack  
>and a roll of tape and send it to the seller

I second that. I got an R-389 (R-390 size and heaviness) via UPS in fine shape by sending the seller the shipping material.

BTW, I still need a PTO for the R-389 (Number 70H1 please check your junque boxes!)

-- Roy --

Roy Morgan / Tech A-266 / NIST / Gaithersburg MD 20899  
(National Institute of Standards and Technology, formerly NBS)  
301-975-3254 Fax: 301-948-6213 Internet: morgan@speckle.ncsl.nist.gov  
---

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: jml@spider.lloyd.com (Jim Lockwood)

Subject: BA friendliness  
Message-ID: <m0sfVjh-0010NDC@spider.lloyd.com>

>  
> I just go down the list and hit  
> the "D" (delete) key and make the ones that don't tickle my fancy go away.

The level of courtesy shown in BA is generally high. It is even greater when the originator of a BA message stays within the spirit and intent of BA with message content. This simple action by one person is a kindness to the many others on the list who subscribed to it for the specific purpose of enjoying discussions of older radios.

73,

Jim - km6nk

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Dave Horsfall <dave@esi.COM.AU>  
Subject: re: BA sightings  
Message-ID: <Pine.SUN.3.91.950807140354.22708K-1000000@eram.esi.com.au>

On Wed, 2 Aug 1995, Dan Poorman wrote:

> It's also fun to see the ham gear on the Andy Griffith show. [...]

You do realise he's WA7WYV, don't you?

--

Dave Horsfall (VK2KFU) | dave@esi.com.au | VK2KFU @ VK2DAA.NSW.AUS.OC | PGP 2.6  
Opinions expressed are mine. | D8 15 71 F9 26 C8 63 40 5E 63 5C 65 FC A0 22 99

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: re: BA sightings  
Message-ID: <Pine.SOL.3.91.950807004307.26352A-1000000@clark.net>

On Sun, 6 Aug 1995, Dave Horsfall wrote:

> On Wed, 2 Aug 1995, Dan Poorman wrote:

>  
> > It's also fun to see the ham gear on the Andy Griffith show. [...]  
>  
> You do realise he's WA7WYV, don't you?

I've heard he is an amateur, but I don't think that's him. The Andrew Griffith in the database with call sign WA7WYV has a date of birth of 19 April 1945. According to the World Almanac, actor Andy Griffith's birthdate is 1 June 1926.

I did a quick scan of everybody named Griffith and didn't find any amateur licensees with that date of birth. Maybe his license lapsed, if he evr had one.

73,  
Tony  
K4KY0

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: Bug prices...  
Message-ID: <9508071546.AA16165@bock.ih.att.com>

FWIW, there was a nice Vibroplex at the Elgin Radiofest -- chrome plated base, red plastics, and shorting lever. At the auction, the owner bought it back for \$70 -- later told me he had \$90 in it. I bid up to \$50 on it. Irony is, SOMEONE out there wuda paid \$100s for it?  
--mike k w9nrd

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: jml@spider.lloyd.com (Jim Lockwood)  
Subject: Re: Crystal Grinding  
Message-ID: <m0sfWEk-0010NiC@spider.lloyd.com>

At 03:39 AM 8/6/95 -0500, John Wendler wrote:

[much interesting crystal info deleted]

>I hope this background gives a little insight into why tuning with  
>a pencil can sometimes cause problems, both long and short term,...

It helped me understand the results I got trying to use pencil lead to move a 7293 crystal down to 7290.

With only a small mark, my crystal went from 7293 to DC.



I had in mind a smaller frequency excursion. :-)

73,

Jim - km6nk

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Bill Smith <bilsmith@crl.com>  
Subject: Re: Crystal Grinding  
Message-ID: <Pine.SUN.3.91.950807180720.13637A-100000@crl7.crl.com>

Jim mentioned a small spot of pencil lead brought his crystal to DC.  
Simple fix: wash the crystal well. It will return to (almost) its  
original frequency.

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Bill VanAlstyne <bill@cruz.com>  
Subject: Dead band segments on R-390A  
Message-ID: <199508070436.AA14972@cruz.com>

I finally got some time to start going through my R-390A band by band with a  
signal generator, and discovered that I apparently have some bad 2nd osc  
crystals (my tentative conclusion). I'd like some corroboration or whatever  
from you experts! Bear in mind the radio is thus far not realigned or  
tweaked up in any way. Here's what I did:

1) I set my signal generator for exactly 100 uv output in the center of each  
1MHz segment, tuned in the signal, peaked the antenna trimmer, and recorded  
the carrier level meter reading. Generally, I got somewhere between 35 and  
45 db.

2) On the 1MHz, 18MHz, and 28MHz segments, however, the generator's signal  
was undetectable at any output level. Zilch. The 1 MHz and 18MHz segments  
use the same osc frequency (21MHz); the 28MHz segment's osc frequency  
(31MHz) is not shared. My conclusion here is that these two crystals  
(10.5MHz [Y402] and 15.5MHz [Y415]) are deaders.

3) A third pair of segments, 3MHz and 20MHz, both use the 23MHz osc (11.5MHz  
[Y404]), and produce a severely attenuated signal (about 10db) -- but the  
signal is there. Peaking the oscillator output capacitor doesn't increase  
the level.

What I would do now, if I had a scope (I can borrow one from work if I need  
to), would be to look at the output of the osc at each of these band

positions. It seems pretty clear that I have at least two bad crystals. But what about the "weak" segment pair? Can a crystal be "bad" in such a way as to cause the heterodyne out of the mixer to be way down in amplitude?

If anyone knows of a source for these crystals or has any for sale, please let me know. (I'll confirm that the crystals are definitely bad before jumping to conclusions, of course.)

Any feedback appreciated...

Bill, N6FN  
bill@cruz.com

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: Dead band segments on R-390A  
Message-ID: <9508071637.AA16266@bock.ih.att.com>

I too would appreciate a source for R390 xtals.  
My 2nd set had two dead ones (yes, they fail) replaced with CB-walkie-talkie size jobs. Unforch, someone did a hideous both of soldering thick wire stubs to the xtal pins so they would fit the big old sockets. I'd like either full-sized xtals or a socket adapter.

BTW, it sounds like your xtals are indeed bad. Don't toss 'em, but cut the can afrom the base, and use the base to solder in the modern CB size, if that's what you get for replacements.

Or send 'em to me and that's what I'll do :-) 73, mike k w9nrd

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: doonan@cordmc.dnet.etn.com (DENNIS DOONAN X6916 (KG9D0))  
Subject: Drake XTALs wanted  
Message-ID: <9508071228.AA01344@etn.com>

Hi Gang,

I am looking for a crystal to put my Drake R4B/T4X on the 28 to 28.5 mc segment of 10 meters. So far, all I have been able to find are pricey special orders.

Does anyone out there have a spare, or know of a "reasonably" priced source?

Thanks to all

73 de Dennis, KG9D0

doonan@cordmc.dnet.etn.com

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Elgin IL Fest report  
Message-ID: <9508072211.AA16492@bock.ih.att.com>

My impressions of this Fest, and what followed me home,  
during the full 3.5 days of my attendance (if anyone asks why they  
should go to college and grad school, tell 'em it's so you can get  
the kind of job that lets you take off 3 vacation days just to  
poke around old radios).

Bottom line first: BA items I saw, incl those I bought:

Asked	Paid	Item
250	225	SP-600-JX, repainted front, not so clean inside
200	200	NC-101X, nice and clean, all original
150	125	SX-117, very clean, wrong tuning knob, working
65	55	RatShack DX-200, near mint, working, w/manual
100	90	Pierson mobile RX w/AC-PS, not bad, working
?	75	R-42 spkr (mate SX-42), very good
?	120	Halli TW-1000 Trans-0 knockoff, nice, not wrking
550	---	Hammarlund PR0-310, the odd one with drum sliderule dial. Not nearly as nice as the one a couple years ago for about \$350, which I shuda grabbed back then.
200	firm	--- Breting 15, pretty nice, no case. Kick self again...
85	---	HT-30, some rust, cracked knob, wrong knob. I think the seller took this one home.
200+	?	SX-100, near mint, w/its spkr. The buyer told me he paid considerably less than the asking for this. I'd have gladly taken it in place of the SX-117.
< 100	---	Lots of S-40s, 38s, and old Sky Buddies all over the place. I wasn't interested.
?	---	couple of NC-54 or whatever their S38 wannabe is
ca100	---	Drake 1A and 2A and couple 2NT xmtrs, all VGC, but I couldn't get interested.

Sold my dusty, not working SX-25 for the \$70 I paid for it last  
year. Planned to sell my 129X after scoring the SP600, decided to  
keep a Hammarlund I could move around by myself. Also didn't sell  
off my more original R390A.

I won't say much about the non-ham side, except that prcies seemed

a bit down from last year. I had to almost give away a couple nice consoles. Even the hard-core antique stuff -- xtal sets, Kennedy wireless hunkers -- were a little less ridiculous in what they went for in the auction. Stuff that was priced fairly (by last year's standards) at the booths went back on the trucks by Saturday.

I did see some very plain keys at silly prices, another set at decent prices, where I got a slightly pot-metalled heavy-base key for \$10. One bug, the chrome Vibroplex, was bought back at the auction for \$70 or \$90. That seems low from what I hear, since it had the carrying case with it.

Plenty of mikes, including lots of those chrome candlestick-phone Astatic D-40s around \$30-\$50. I got one of those Astatics for about \$20 in a swap deal. Now to figure out how it hooks up, soon as I complete my ongoing quest for a BA SSB rig, probably an HT-30 or 32.

Test gear of all sizes and ages was everywhere, priced such that you could open a vintage radio/TV repair shop for under \$200. I snarfed a few items I didn't really need, some just cuz they looked neat (early Simpson signal gen) and others cuz they may be smaller than what I'm using now, and some for historic/sentimental value (Philco signal gen, Meissner all-in-one). As already posted, these little buggers keep crawling into your car at these meets.

The exhibit contest was fun. In the Communications category first prize went to an clean example of Hallicrafter's first rx. I would've voted for the French modular spy transceiver, with its hybrid of mini, sub-mini tubes, and transistors. Complete with schematic and accessories. I entered an SSR-1G, a little military rx that someone later told me was a spy set we gave to Yugoslavian partisans near the close of WWII. And they're still fighting...

I took 2nd prize in the Open category with my 1928 Hickok mutual-conductance portable tube tester.

The TV category included a working big-box, tiny screen postwar set by -- National! Too bad Hammarlund never tried the TV waters, it would be fun to watch the piano movers trying to pick one up :-)

Overall, it wasn't the best place to pick up BAs, but I'd rather hunt thru the vintage home radios and test gear than thru the modern sandy boxes and PC crap at the local "hamfests."

--73, mike k w9nrd

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: Fair Radio R390A Manual Copy Winner  
Message-ID: <Pine.SOL.3.91.950807123018.19094D-100000@clark.net>

I had three contestants in the Fair Radio version of the R-390A/URR depot maintenance manual raffle. The winner is Dave Knepper, W3BJZ.

Thanks & 73,

Tony  
K4KY0

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: afpgreg@gatekeeper.ddp.state.me.us (Paul V. Gregory)  
Subject: Re: Fair Radio R390A Manual Copy Winner  
Message-ID: <199508071646.MAA27382@gatekeeper.ddp.state.me.us>

>I had three contestants in the Fair Radio version of the R-390A/URR depot  
>maintenance manual raffle. The winner is Dave Knepper, W3BJZ.

>Tony  
>K4KY0

How'bout best outta three? :)

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: HAMRLUND@aol.com  
Subject: Re: Fair Radio R390A Manual Copy Winner  
Message-ID: <950807133056\_132454875@aol.com>

RIGGED.....RIGGED.....CRY.....FOWLE (I MEAN FOUL...) ; > )

robert

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Thomas Bryan <tbryan@mailstorm.dot.gov>  
Subject: FS Collins 651S1  
Message-ID: <199508071340.AA28780@mailstorm.dot.gov>

Hello All,

Because someone backed out after agreeing to purchase one of the 651S1s that

were available, there is now one, and only one, available. It is a rackmount unit with speaker. It doesn't appear to have any optional filters or the VLF option. The price is \$650.

If you are interested send me an email for details.

Tom Bryan  
tbryan@mailstorm.dot.gov

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: pbock@melpar.esys.com (Paul H. Bock)  
Subject: FS: Grab-bag of assorted goodies (?)  
Message-ID: <9508071335.AA05903@syseng1.se.melpar.esys.com>

I have a grab-bag of assorted goodies including Trimm "Featherweight" and C.F. Cannon No. 15 'phones, crystal ovens, bunches of crystals, 6CW4 nuvistors, an ARC-5 splined tuning knob, a Type 47 (filament still works) tube, assorted transistors and diodes, helipots and a helipot "DuoDial," etc.

If you like to take stuff to hamfests/swapfests, this may be for you; e-mail me for the complete list. I want to sell it \*ALL\* as one lot, so no requests for separate orders, please. I just want to unload the stuff, and don't want to fool with separate packing/shipping.

73,

Paul, K4MSG

(|\_|) Paul H. Bock, Jr. K4MSG Internet: pbock@melpar.esys.com  
| |) Principal Systems Engineer Telephone: (703) 560-5000 x2062

"You can have my bug when you can pry my cold, dead fingers from around it....." - anonymous radiotelegraph operator

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: zoom@willow.sps.mot.com (Chris Terwilliger)  
Subject: FS: HQ-110C  
Message-ID: <9508071558.AA08473@willow.sps.mot.com>

Hammarlund HQ-110C with original manual. 7 ham bands, 160 - 6 meters. Good condition. Everything lights up, but sensitivity extremely poor (alignment?) A few light scratches & chips on top and sides. Face and dials good, calibrate

knob is original, others are not, clock knob missing. No mods except OB2 neatly added to BFO circuit. Chassis is dusty, no corrosion. \$50 plus shipping.

Chris Terwilliger, AA7WD  
zoom@willow.sps.mot.com

"I don't know how you came to get those betty davis knees,  
but worst of all young man, you've got industrial disease..."

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: SP600@aol.com  
Subject: HAMMARLUND 4-20 TRANSMITTER  
Message-ID: <950807211459\_132833774@aol.com>

I am in need of plug in coils for my Hammarlund 4-20 transmitter. Here are the following numbers with specs. 5 pin base.

# 29829-1 80 meters  
coil induct 34 - 44 uh  
link induct 9.7 - 11.88 uh

# 29829-2 40 meters  
coil induct 9.8 - 11 uh  
link induct 6.84 - 8.36 uh

# 29829-3 20 meters  
coil induct 3.4 - 3.9 uh  
link induct 3.06 - 3.74 uh

# 29829-4 10 meters  
coil induct 0.9 - 1.15 uh  
link induct 1.17 - 1.44 uh

Many thanks,

Charlie N9SOR

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: swheaton@www.tyrell.net (Sheldon Wheaton)  
Subject: Re: Help in FT-243 Grinding  
Message-ID: <199508070440.AA29461@tyrell.net>

I've ground quite a few xtals for my use in the Antique Wireless

Association's annual CW QSO contests (Rig is 1939 vintage reproduction 6L6-809). A couple of my comments on the subject:

For a given type of "cut" (direction of XTAL lattice molecular alignment), the fundamental frequency is inversely proportional to the thickness. Most FT-243 xtals are "AT" cut. The formula is listed in many early (1930's) ARRL handbooks. Using this formula, and a good micrometer, you can make some rough cuts without having to assemble the crystal every time.

Keep your eye out for old xtal grinding kits at hamfests. I have some with different "grits" of grinding powder. Not sure what it is, but looks & feels about like talcum powder, except gray in color.

If the xtal is not ground with both sides parallel, you may end up with two or more different "fundamental" frequencies! Not good.

Sometimes an otherwise good xtal that worked fine, but won't oscillate or does so erratically after the last grind that moved it only 5 kc or so, can be made to work correctly by slightly "beveling" all four edges on both sides (8 edges total). This procedure is documented in many books of the 30's. It usually doesn't need to be a visible bevel, just a few "strokes" with the compound.

I have best luck with a figure 8 motion for grinding. Some grinding kits have a flat piece with a pentagon shaped, shallow cut-out, with inwardly curved edges, which will make the quartz piece move around in an impressive "Spiro-graph" type motion, but I haven't had much luck with this item.

gud luck & 73,  
Sheldon KC0CW

swheaton@tyrell.net

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: Herding cats at swapfests  
Message-ID: <9508071627.AA16238@bock.ih.att.com>

Heh heh. At Elgin R-Fest, a full-dress HP scope on the cart went for well under \$100 at the auction. Didn't see any other Tek's. Nor HP VTVMs.

But like Hank's, my hatchback was raided several times by the Ripon Society. I got 'ripped on' to the tune of several signal generators and the like, including the Meissner all-in-one stack and an ancient Clough-Leiter motor-drive sweep wobulator.



And -- Hank, listen up -- a Heath QM-1 Q-meter! Now I can make my Hallicrafters sets track :-)

I'll save my BA acquisitions for a later posting, the list is pretty long (but missing the lovely Greting 15, sigh).

Anyway little test items really do slip thru the car windows easily. My fave is the French hand-cranked "megger" for \$1 at the junker auction -- just the thing to test those wax paper condensors. --mike k w9nrd

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: rdkeys@unity.ncsu.edu  
Subject: Re: How About a Simple Straight Key?  
Message-ID: <199508071502.LAA10496@cc01du.unity.ncsu.edu>

Ya knows, wid a names likes me owns, I couldn't resist a teensie comment....

> On Fri, 4 Aug 1995 Don\_Burns-EPUR01@email.mot.com wrote:  
>  
> > When I was 12 years old (yep, 40 years ago) I bought a J-38 key at one  
> > of the surplus places on south Michigan in Chicago. I think the price was  
> > \$1.69.  
>  
> I recalling paying \$ .50 for the one I had back in about 1954. I was  
> told then that I paid too much for it as a year or two before that, they  
> were going for a quarter.

My best J-38 was a lowly two bits, but I had to stoop UNDER the table, dig way down deep into a box that was full of dust/dirt/grunge, etc, as if it had been in the back of a barn for years, to find it. The knob was broken, the base was missing, as was the shorting lever and one knurled nut, BUT, after a bit of cleanup it still sits on me ops console, with the Junior and it's wedge plugged into it. And it still pumps some CWIST nows and again. I mays cleans the corrosion off of it, someday, but fer now, it just keeps on tickin' and takes the lickin', and provides a wedge jamb.

> > This guy is willing to sell J-38's, "in good condition" (I assume this  
> > means used) for the meager price of just \$65.00. Oh, and by the way, this  
> > is an Artec key, not an original J-38.  
>  
> Market forces at work! That's the trouble with nice things that are  
> inexpensive and are in plentiful. They get toosed around and lost. The  
> supply goes down, and... You know the rest.

At that price, and with a nom de plume like mine, I would make one.

At that price they can keep them until they go bankrupt.

(....and I have made some, if you ever see any wooden keys with the name R.D.Keys on it might be mine, made for our novice classes a few years back. Some have surfaced at hamfests on the east coast, and there is at least one fellow cloning the wooden wookies [cheap ones tho, you will know it if it is mine, because all were signed by me on the bottom!]). They will be scarce, because I only made about 50 of them. Don't pay over the 5 or ten bucks that it cost me to make them tho, or you will be a sucker. Instead, grapples up some fine hardwood and makes yer own!

73/ZUT DE NA4G/Bob ``Robert D. Keys'' (see I tolds ya da name be right!)

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: HT-32: Opinion, advice, experiences?  
Message-ID: <9508071555.AA16179@bock.ih.att.com>

Thanks for the posting about the HT-32.  
What would you say about the earlier HT-30? I looked one over very carefully at Elgin for \$85, but passed due to some incorrect knobs. Pretty sure this is a phasing, not xtal, rig.

About the SX-117 -- I did pick up a very nice one at the Fest.  
It needs the original tuning knob (spinner and calibrated skirts) -- any idea where I can get one? THanks, mike k w9nrd

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: wendler@tomcat.adc.ray.com (John Wendler)  
Subject: Re: International Crystal  
Message-ID: <9508072211.AA29722@tomcat.adc.ray.com>

>From the RF Design Product Directory:

International Crystal Manufacturing  
PO Box 26330  
Oklahoma City, OK 73126-0330  
800-725-1426

I got my Drake WARC crystals from these guys. They had the specs on hand; I just gave them the frequency. Took about 3-4 weeks, like they told me right up front.

John

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Takashi Maeba <maeba@pas\_b.ti.kshosen.ac.jp>  
Subject: Re: lamps on meters R-390A  
Message-ID: <9508070819.AA07406@pas\_b.ti.kshosen.ac.jp>

On Sat, 5 Aug 1995, Tony wrote:

> Bill and all,

> Another of the pages omitted from the Fair Radio R-390A "partial" manual  
> is the radition warning. Judging from the precautions, it's no wonder  
> that the property disposal people removed the meters before releasing  
> them.

> With apologies for my typos, it says:  
.....(The rest is omitted).....

According to my R-390A operator's manual(TM 11-5820-358-10), the same  
radiation warning was added in CHANGE No.4, which was published on 7  
April 1975. And CHANGE No.3(25 April 1974) did not warn about radiation.

Takashi Maeba(maeba@ti.kshosen.ac.jp)

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: mirage!pamars@uhura.neoucom.EDU (P.A.Marshall)  
Subject: Re: lamps on meters R-390A  
Message-ID: <9508080016.AA28475@mirage>

Tony Stalls writes:

>  
> With apologies for my typos, it says:  
>  
> Audio level meter           Ra 226       0.69uCi     6625-00-669-0769  
> Audio level meter           Ra 226       0.40uCi     6625-00-669-0779  
>  
>                               Electron Tube 0A2WA     5960-00-503-4880  
> EEVC                        U 238       0.1uCi  
> CBS Hytron                 Ni 63       0.5uCi  
> Raytheon                    Co 60       0.2uCi  
>

Gang, let's not go overboard on this. Fistly, the Curie is an abs. measure  
of radioactivity, ie the rate of disintergration, and is a little under

$4 \times 10^{10}$  disintegrations per sec. Next lets look a Ra226, it's largely an alpha emitter, (95%), about 4% of the particals emitted are gamma but at an enerigy of 0.187Mev, on the lower end of the scale of gamma emitters. I took a look at a smoke detector, it contains 0.9uCi of Am241, decay is 99+% beta at 1.5Mev. Or how about Thorium on heaters and it's oxides on cathodes, I don't know, you work it out, you decide, but it's not high on my list of things to lose sleep over.

How ever, one area about which there should be no laxity is injestion or inhalation, max. recommended Ra body exposure is 0.1 microgram and that's not much. So the part about broken meters, etc. does seem worth keeping in mind.

Al Marshall "Real Radios Glow in the Dark" almarshall@acm.org

As nightfall does not come at once, neither does oppression. In both instances, there is a twilight when everything remains seemingly unchanged. And it is in such twilight that we all must be most aware of change in the air--however slight--lest we become unwitting victims of the darkness.

Justice William O. Douglas

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: jlb@atlas.earthlink.net  
Subject: Matchbox Band Switch  
Message-ID: <199508071031.DAA03639@atlas.earthlink.net>

Hi,

I just picked up a Viking Johnson 250 Matchbox...very used. I am in the process of rebuilding the bandswitch and wonder if anyone who has done this before could "point the way?" I have to replace two of the wipers on the rear wafer. I have drilled the rivet out that was securing the wipers to the porcelin wafer. And I have a new wiper ready to go: however, I do not have a rivet or rivet gun. I tried the local hardware store and they had nothing small enough that would work. Also what is the best way to prepare heavily tarnished silver contacts for soldering? Any suggestions, comments, general info...are vererery welcome.

Thanks,  
Joe AA6WG

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Henry van Cleef <vancleef@bga.com>  
Subject: Re: Meissner Signal Shifters  
Message-ID: <199508070457.XAA19177@zoom.bga.com>

As johnmb said

>

> Hank, Jim Hanlon, who wrote that article for ER, is on  
> the list here, lurking somewhere!

> :-)

>

> Good luck! i've never seen one but they do look interesting!

> /73/john

>

I'm taking the liberty of quoting John's E-mail to me. If Jim Hanlon is on the list, please get in touch with me. Your article in ER said you needed a 15 meter strip for an EX signal generator. If this is one of the standard strips, I have a parts unit with a complete standard turret, but will have to cannibalize one of the strips. After I get through doing a mix'n'match to get one EX together, the rest of the parts unit will be up for grabs. It's highly modified (one reason I am parting it), so I won't have a lot of things. The power supply appears to be completely non-standard, and the oscillator and buffer have both been substantially changed. What a mess! I'm no purist, but I don't think much of this sort of butcher work.

--

\*\*\*\*\*

Hank van Cleef vancleef@bga.com vancleef@tmn.com

\*\*\*\*\*

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995

From: rdkeys@unity.ncsu.edu

Subject: Re: Meissner Signal Shifters

Message-ID: <199508071403.KAA07836@cc01du.unity.ncsu.edu>

>

> The ER article says the prewar units are drifty. Anybody know why?

> The thing has two VR tubes in it, and I don't see anything that should

> keep it from being fairly stable once it is warmed up---maybe the 100pf

> oscillator grid cap needs an NPO.

I have used several in the AWA Linc Cundall runs. They do drift, and require several hours of warmup. These were various prewar models. I have not used the postwar turret jobs.

Dunno why they drift, but it might be the close packing of the parts in a tight cabinet (a lot of heat generation and mass to thermally stabilize). I have had some problem with dropping resistors being marginal on oscillator circuits, causing thermal instability at a keying rate. Maybe it has something similar happening. The neutralization and interstage tuning is critical for good operation.

> For the EX unit, I have one 160 meter strip, with the oscillator  
> (front) coil missing. Any suggestions on finding a strip with this  
> coil? Also need to know what rectifier the EX unit is supposed to use.  
> One has a pair of 5Y3's in it; the other has a 5R4 and an octal plug-in  
> FP cap in the other socket, with what looks like a replacement (huge,  
> probably lotsa volts) power transformer. Probably should look around  
> and find at least a schematic and P/L for the EX job.

Can't offer any turret coil suggestions, other than find a spare and wind your own. You might be able to make something out of bakelite or black acrylic that would mount properly.

I think we subbed 5R4's in the ones we used. I don't have the circuits handy, but can probably lay hands on them if you need them.

Also we had to hand pick the oscillator tubes AND the vr tubes to get ones that made the circuit stable. Maybe the vr dropping resistors need to be carefully adjusted or have changed over time.

> Any notes and comments on Signal Shifters from wizards on these things.  
> They look to be dirt simple, so I'll probably have them up and running  
> on dummy loads once I get them ohmed out and looking good electrically  
> and mechanically.

We used a 15 watt light bulb as a dummy load and it worked fine.

We used an end-fed wire with a series coil/cap tuner and it worked fine.

They are fine as a VFO, but a bit problematic as a QRP rig, although eminently usable in that mode, with some care in their operation and lots of care in their proper neutralization (covered in the manuals and in the schematics in I think Rider's and one of the other schematics rags of about 1940 vintage.

They are fun rigs and get mebbe 5-7 watts out. They are fine on 160 and 80, a bit yoopee on 40 and downright scary on 20 meters.

> Hank van Cleef vancleef@bga.com vancleef@tmn.com

73/ZUT DE NA4G/Bob

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Military Code Trainer  
Message-ID: <9508072227.AA16509@bock.ih.att.com>

I left out one of the neater items at the Elgin Radiofest -- the Army code trainer set, complete with two dozen or so tapes in the cans! I got it at the last-day junker auction for \$1.

This is the photo-electric job where the paper tapes have a thick ink stripe that goes up and down like a scope trace. Complete in rugged olive-drab case. Best of all, after I cleaned and oiled a few things, it all works! Well, it's a little flaky -- you have to crank the photocell sensitivity clear to the max, and even so the dits are a little slow on the attack. There's another pot inside I may tweak.

I'm wondering if a local ham club could use this to train newcomers. Or does everyone have one who wants one? Anyway it's a piece of wireless history I'm not in a hurry to unload.

The first day I'd bought a windup Instructograph for \$10. Only one reel of tape with that one, tho. 73, mike k w9nrd

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: Re: Military Code Trainer  
Message-ID: <Pine.SOL.3.91.950807192635.25055B-100000@clark.net>

On Mon, 7 Aug 1995 Michael.J.Knudsen@att.com wrote:

> To: boatanchors@theporch.com  
>  
> I left out one of the neater items at the Elgin Radiofest --  
> the Army code trainer set, complete with two dozen or so tapes  
> in the cans! I got it at the last-day junker auction for \$1.  
>  
> This is the photo-electric job where the paper tapes have a thick  
> ink stripe that goes up and down like a scope trace.

Somebody in my circle of friends had one of those when I was learning code and we used it for practice. I later convinced my folks to get an \*new\* Instructograph for me and I used that to get my speed up. It worked.

> I'm wondering if a local ham club could use this to train  
> newcomers. Or does everyone have one who wants one?  
> Anyway it's a piece of wireless history I'm not in a hurry to

> unload.

Keep it yourself. I have an AN/GSC-T1 code oscillator in an OD box the same size as yours that I've had for decades. It has selectable voltage input and either does code or will blink a big neon bulb. Every now and then, I'll get it out and did-dit a bit with it. As of about a year ago, it still worked just fine. :-)

73,  
Tony  
K4KY0

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Nat'l NC-101X troubles  
Message-ID: <9508072135.AA16486@bock.ih.att.com>

One of the way too many things I picked up at the Elgin ARCI RadioFest was an NC-101X in pretty good shape, for \$200 even. Probly too much, certainly seemed so when a latecomer pulled up with a Breting 15 for the same money, and I was down to where I couldn't just snap it up :-)

Anyway, I got the 101X working, using a good old Zenith electrodynamic speaker with p-p output xfmr. Nasty set of clip leads -- maybe I'll bust up a dud 80 and make a proper plug.

Set plays on all bands, but the sensitivity is pretty low and selectivity is wide as a barn door without using the xtal filter. So maybe someone knows what a few B+ voltages should be inside....

I get about 200V even coming out of the Zenith "choke" field coil, this same voltage on all tube plates, and about 70 V on the screens in the front end. Seems to me the screens should be more like 100 plus, but maybe Millen and his cohorts had something interesting up their sleeves.

Of course I'd be grateful if someone could shoot me a schematic zerox, or point me to a good source of old (prewar, sheesh, double-ended tubes) schematics.

That sliding cast-Al catacomb is really something. At least it prevented National from piling parts too deep under the tube sockets! So far it hasn't guillotined my hands. Lubrication worked wonders.



BTW this set is amazing for its content of original parts. Only a couple little resistors are new -- even the original electrolytic cans have not a trace of hum. The dozens of original wax paper firecrackers are likewise impressive, but I wonder what they're doing to the screen voltages. Tnx, mike knudsen w9nrd

PS: Anyone got a Breting for sale?

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: Need Main Tuning Knob SX-101  
Message-ID: <9508071600.AA16200@bock.ih.att.com>

Scuse me for piggybacking, but a closely related request:  
Anyone got a main tuning knob for an SX-117? Thanks, mike k w9nrd

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: pbock@melpar.esys.com (Paul H. Bock)  
Subject: Notes on a Les Logan bug  
Message-ID: <9508071322.AA05453@syseng1.se.melpar.esys.com>

TO: Steve, N4LQ

Hi, Steve,

As promised, I researched your Les Logan 515 bug and here's what I found out (and please bear in mind that I am *\*NOT\** an expert on Les Logan *\*AT ALL\**):

According to "Introduction to Key Collecting" by Tom French, W1IMQ, the Les Logan Company began manufacturing keys with the Speed-X trademark in San Francisco in 1926. The Speed-X line included several keys and bugs of which the Model 515 was certainly one, although I have no info on when that model first appeared. In the early 1930s the company name was changed to the Speed-X Radio Manufacturing Company (Logan doing business under another name). After WWII it became the Speed-X Manufacturing Company (Logan under yet another name).

In 1947, E.F. Johnson bought all the tooling and the trademark "Speed-X" and from then until around 1967 all keys and bugs with a Speed-X name were Johnson-made. In the late '60s Wm. M. Nye Company bought the Viking and Speed-X trademarks and keys appeared as Nye Viking (no bugs were ever made under this name).

So, since I'm not a Les Logan expert, if the bug were mine I'd look at the \*company name\* on the nameplate and proceed as follows:

NAMEPLATE	PROBABLE PERIOD WHEN MADE
Les Logan Company	1926 to early 1930s
Speed-X Radio Mfg. Co.	Early 1930s to WWII
Speed-X Mfg. Co.	post-WWII to 1947

If there \*isn't\* a company name on the nameplate, I haven't a clue how you find out when it was made unless you contact a collector who specializes in Les Logan and has additional info.

BTW, the only fly in this research ointment is "Keys II: The Emporium" by Dave Ingram, K4TWJ, wherein Dave states that Les Logan began building keys "during the early 1940s." Personally, I think Dave is off base here; either that's a typo or he should have checked things a bit more closely before he wrote his book. In fact, I'm amazed to see that Dave's book contains \*no references\*, which certainly calls its credibility into question as a serious research work.

On the other hand, while Tom French does offer several references, which is to his credit, his "Vibroplex Collector's Guide" contains a couple of errors which are obvious even to a neophyte Vibroplex collector like myself. Then again, Dave's book \*also\* has errors in the Vibroplex descriptions, and even Bob (K1BH) Holly's book ("The Vibroplex Company, 1890-1990") has some inaccuracies regarding dates, so what the heck.....

The bottom line here is that the best way to find out the truth of the matter (or whatever supposition is closest to the truth; in any number of instances regarding old keys and bugs we'll \*never\* know the absolute truth because it was probably buried with someone decades ago) is to check as many references as you can lay your hands on and then compare all the relevant data. In addition, try to identify someone who "specializes" in a particular key or bug and see what information they can supply. \*DO NOT\* accept a single reference or opinion as "gospel" unless you can support it with other relevant evidence; it may be a useful data point, but it is not necessarily proof positive.

I hope the above is helpful, and I also hope you don't object to my posting this on BA. I thought the info might be useful to

some others as well.

VY 73,

Paul, K4MSG

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995

From: "Gregory Raven Redi" <ravengre@comm.mot.com>

Subject: Re: Notes on Speed-X

Message-ID: <9508071245.ZM14184@eehp04>

On Aug 7, 12:33, Paul Bock Redi wrote:

> Subject: Notes on Speed-X

>

> BTW, the only fly in this research ointment is "Keys II: The  
> Emporium" by Dave Ingram, K4TWJ, wherein Dave states that Les Logan  
> began building keys "during the early 1940s." Personally, I think  
> Dave is off base here; either that's a typo or he should have  
> checked things a bit more closely before he wrote his book. In  
> fact, I'm amazed to see that Dave's book contains \*no references\*,  
> which certainly calls its credibility into question as a serious  
> research work.

Don't take anything in "Keys II" seriously. It is a great picture book. Buy it, but don't bother reading the text. Every other page has some type of error, and the rest of it has inflammatory statements intended to drive up key prices. It is sort of a "National Enquirer" for key collectors.

> On the other hand, while Tom French does offer several  
> references, which is to his credit, his "Vibroplex Collector's  
> Guide" contains a couple of errors which are obvious even to a  
> neophyte Vibroplex collector like myself. Then again, Dave's book  
> \*also\* has errors in the Vibroplex descriptions, and even Bob  
> (K1BH) Holly's book ("The Vibroplex Company, 1890-1990") has some  
> inaccuracies regarding dates, so what the heck.....

Yea, there may be a few inaccuracies in the French and Holly books, but I would trust most of the info from these sources. Also, you can bet that both of these guys will eventually publish updated books or articles to correct the mistakes with the latest information.

73 KF5N

--

Regards,  
Greg Raven

Renaissance Engineering  
egr002@email.mot.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: Obsolete in no time...  
Message-ID: <9508071620.AA16230@bock.ih.att.com>

I agree with everything except the fear that after we're gone,  
our BAs will be unusable on the air.

True, radio and TV broadcasting may be totally replaced by satellites,  
to where even current TVs and radios will have nothing but static to listen to.

But as the SW bands are abandoned (as they already have been for many commercial  
uses), the Ham spectrum won't go away. Ham radio as a hobby will be  
more like antique cars, in that it will involve totally obsolete techniques  
and equipment (HF bands, CW, analog), but it's a HOBBY so who cares?  
--mike k w9nrd

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: Henry van Cleef <vancleef@bga.com>  
Subject: Re: Obsolete in no time...  
Message-ID: <199508071824.NAA08113@zoom.bga.com>

As Michael.J.Knudsen@att.com said

>

> I agree with everything except the fear that after we're gone,  
> our BAs will be unusable on the air.

>

> But as the SW bands are abandoned (as they already have been for many commercial  
> uses), the Ham spectrum won't go away. Ham radio as a hobby will be  
> more like antique cars, in that it will involve totally obsolete techniques  
> and equipment (HF bands, CW, analog), but it's a HOBBY so who cares?

Well, Mike, I hope you're right. I haven't looked at ham radio for  
around thirty years, picked up copies of CQ and 73 magazine last year,  
and wondered if I hadn't bought some CB hobby magazines instead. Forty  
years ago, when I worked for Millen, ham radio was homebrew radio.  
Store bought transmitters were strictly for the rich and famous, and  
even the guy who bought a Millen VFO, exciter, and final, was doing at  
least some hands-on work to get the thing on the air.

Now that I've met some local hams who do real things with electronics  
instead of just buying them store bought, I've gotten myself together  
the basics for a station, and I guess I've got to go out and learn the

code to use the TX stuff legally. I've run into local hams who look at me like I've got two heads because I refuse to get into this with a no-code license and go out and spend a few thou on Yaecomwood "no user serviceable components inside" boxes so that I can make some contacts. The only thrill in this for me is making some contacts with stuff I've had my hands on the insides of. I don't need a "store bought electronics" hobby.

I was really shocked a few years ago, when I was up at Iowa State, and got some steam out of the new EE associate profs over my formal education not being EE, until I let them know I used to design toob iron for a living. Next thing you know, I had a seminar going on toobs and how we did things in those days. Actually doing things like basic circuit analysis by hand mystified them---they wondered how anybody could do something with a slide rule and pencil and paper. It's a little frightening to me to consider that only we "ancients" know how to do a design study like the one I did on the RME-45 when I rebuilt it.

As is well known, I am not any sort of a "purist" in turning the electronic junk I buy back into "just like original." It seems to me pretty defeatist to worship the ancients as though they knew something I can't learn and work with. From a personal point of view, I learned from the ancients, but inspiring a youngster to learn from hands-on experience seems to me to be the real value in having an "amateur radio" and reserving frequency bands for its use. I get a kick out of this term "elmer" for having one of us old coots as a mentor. But it seems to me that inspiring a youngster to scratch-build a receiver out of 2N2222's as actives and a similar transmitter is going to "empower" (to use an ugly developmental psychology term) that youngster to go on and do other things, and that spoon feeding the youngster a bunch of iron they can't scope and modify or telling the youngster "don't change a thing" from what was, fifty years ago, is pretty defeating, both for the hobby and the youngster.

The purists will howl that the RME-45, which was junk when I got it, is worthless now, because I didn't put it back "jes like original." Well, it seems to me that the worth of that receiver is in how well it receives. And it does that very well.

--

\*\*\*\*\*  
Hank van Cleef vancleef@bga.com vancleef@tmn.com  
\*\*\*\*\*

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>

Subject: Re: Obsolete in no time...

Message-ID: <Pine.SOL.3.91.950807141625.25446A-100000@clark.net>

Hi Mike,

> I agree with everything except the fear that after we're gone,  
> our BAs will be unusable on the air.  
>  
> True, radio and TV broadcasting may be totally replaced by satellites,  
> to where even current TVs and radios will have nothing but static to  
> listen to.

There's a push, unsuccessful so far, to eliminate AM SW broadcasting and make them all go to SSB. For the same reason I believe we'll have AM around for a good while longer, I think we'll have SW broadcasts. Most of the listeners in less well developed countries rely on simple AM receivers.

> But as the SW bands are abandoned (as they already have been for many commercial  
> uses), the Ham spectrum won't go away. Ham radio as a hobby will be  
> more like antique cars, in that it will involve totally obsolete techniques  
> and equipment (HF bands, CW, analog), but it's a HOBBY so who cares?

The manufacturers care. They want to promote obsolescence so they can sell new rigs. How much longer do you think it'll be before Amplitude Companded Single Sideband (ACSSB) starts showing up? After all, FM is almost as "obsolete" as AM, so everybody will have to buy new rigs to stay chic.

73,  
Tony  
K4KY0

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995

From: Grant Youngman <gyoungma@gtetel.com>

Subject: Re: Obsolete in no time...

Message-ID: <Chameleon.950807141341.grant@nq5t.gtetel.com>

On Mon, 7 Aug 1995 13:25:23 -0500 (CDT) Henry van Cleef wrote:

much snipping ...

>Now that I've met some local hams who do real things with electronics  
>instead of just buying them store bought, I've gotten myself together  
>the basics for a station, and I guess I've got to go out and learn the  
>code to use the TX stuff legally. I've run into local hams who look at

>me like I've got two heads because I refuse to get into this with a  
>no-code license and go out and spend a few thou on Yaecomwood "no user  
>serviceable components inside" boxes so that I can make some contacts.

even more snipping ....

-----  
On a parallel note, I've recently been in a conversation over on Compuserve with a fellow just starting out on HF. Someone had responded to his query on "what to buy" with the time honored comments of "all solid state, no tune, no peeking (inside the box)" and suggested strongly that he avoid tube final rigs at all cost because "they are so difficult and confusing to operate". (I just couldn't let that pass without comment :-)

Well, I may have gotten the guy thinking a little, especially in the price department .. and just maybe convinced him that tuning up one of these not too old tube final rigs can be done in a few seconds, with a little practice, and no PhD required -- with the PLUS that when he buys his Kalifornia Kilowatt, he'll already know how to play 'tune, load, and adjust the drive' and won't burn out his first pair of 3CX800A's. I mean there was a time when a beginning Novice HAD to know how to tune up a pi-network (like many of us) -- or he wouldn't be on the air.

Now this isn't exactly the same as rolling your own, and maybe he'll never get the warm glow of tubes in his blood. Then again we might find a convert and at the least he might grow up not being afraid of glass bottles - which seems to be half the battle.

Grant/NQ5T

gyoungma@gtetel.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: Fire Bottle archive handler <firebotl@jackatak.theporch.com>  
Subject: Re: Obsolete in no time...  
Message-ID: <9508071407.aa29404@jackatak.theporch.com>

Hank-

> even the guy who bought a Millen VFO, exciter, and final, was doing at  
> least some hands-on work to get the thing on the air.  
I remember the amazement, when I started, that I could make one of those work -- it was a gift from a well-meaning, but non-electronics relative...

> The only thrill in this for me is making some contacts with stuff I've

> had my hands on the insides of. I don't need a "store bought  
> electronics" hobby.

Well spoke.... Thanks for the wonderful perspective you add to the  
list. I \*love\* the idea of a "Blue Collar" Radio... all mine are. I  
used to fuss and fret over things like making a simple mod, and then I  
remembered: I was gonna own the damned thing, probably until it was  
worthless (without the mod) anyway, so why not make the rig do and be  
as \*I\* wanted it...

It took a long while to get over punching holes in the chassis of a  
car that cost half-again what my first house cost, but I got over that  
in a hurry too! Now I am driving a BMW (13 years old) that sprouted  
loads of "porcupine quills" that vary in size from the 2M/440 CB, to  
the "Full Dress BugCatcher"... The car is mine, and \*I\* enjoy it... I  
am NOT trying to preserve the vehicle as a classic -- can't do that  
anyway, I yanked those stupid 390mm tires off when I found out how  
poor Michelin made them for traction, and put on 16" alloy wheels with  
some BIG bad-ass rubber that keeps me on the road, where I belong!

> As is well known, I am not any sort of a "purist" in turning the  
> electronic junk I buy back into "just like original."  
It takes \*all\* kinds, and each has a place, here on the list, and in  
"real life"... \*neither\* is "better" or "worse" than the other... just  
"different" ;^)

> seems to me that inspiring a youngster to scratch-build a receiver out  
> of 2N2222's as actives and a similar transmitter is going to "empower"  
> (to use an ugly developmental psychology term) that youngster to go on  
> and do other things, and that spoon feeding the youngster a bunch of  
> iron they can't scope and modify or telling the youngster "don't change  
> a thing" from what was, fifty years ago, is pretty defeating, both for  
> the hobby and the youngster.  
Couldn't have said it any better, and probably not as well! ;^)

> The purists will howl that the RME-45, which was junk when I got it, is  
> worthless now, because I didn't put it back "jes like original." Well,  
> it seems to me that the worth of that receiver is in how well it  
> receives. And it does that very well.

A beautiful radio, lovingly returned to original, that can not hear at  
all, is somewhat like a vacuuous, but gorgeous, member of the opposite  
gender as a companion when marooned on a desert isle: the first few  
minutes may be fine, but real soon you'll be looking forward to being  
more by yourself so you can have some intelligent conversation! :^)

Here's to the working man's working radio... all full of  
fire(bottles)! ;^)

--



Jack, W4PPT/Mobile (75M SSB 2-letter WAS #1657/#1789 -- both all mobile! ;^)  
- - - BoatAnchor Mailing List Archiver/Owner - - -  
firebot1@jackatak.theporch.com ---- listown@jackatak.theporch.com

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael.J.Knudsen@att.com  
Subject: Re: Obsolete in no time...  
Message-ID: <9508072008.AA16445@bock.ih.att.com>

Yes, I think SW BC will stay AM for a long time, if only to let the poorer countries keep going. And also I think we'll see more pirate and clandestine stations come on the air, to take advantage of the billions of AM SW radios out there. That should make SWling an even more exciting hobby.

The ham gear makers may try to obsolete our stuff, as the SSB push of the '60s just about did. But if they try too hard, ham radio may just die out to where there are no mfgs anymore. Then hams will have to BUILD their own gear, or use BAs, or scrounge, or ... geez, sounds a lot like the way ham radio started out!

I hear a lot of hams say they've tried 2-meter repeaters and packet and the like, and it "just ain't ham radio." Computer users can be forced into MSDOS and Windows-95 'cuz it's needed for business, but we have a HOBBY and we can't be "upgraded" to the latest Oriental fad without our consent. 73, mike k w9nrd

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: Re: Obsolete in no time...  
Message-ID: <Pine.SOL.3.91.950807231225.28093A-100000@clark.net>

Hi Mike

> Yes, I think SW BC will stay AM for a long time, if only to  
> let the poorer countries keep going. And also I think we'll see more  
> pirate and clandestine stations come on the air, to take advantage  
> of the billions of AM SW radios out there. That should make SWling  
> an even more exciting hobby.

Yes, the US gets (rightfully) accused of arrogance all the time. There is an assumption that because techno-toys and spilling off the shelves here, that's the way it is everywhere else. It just ain't so... For example, one of my long-time ragchew DX friends in Bulgaria now has a monthly income of \$20. What kind of computer/TNC/packet gizmo do you suppose he

has.

> The ham gear makers may try to obsolete our stuff, as the SSB push  
> of the '60s just about did. But if they try to hard, ham radio  
> may just die out to where there are no mfgrs anymore.  
> Then hams will have to BUILD their own gear, or use BAs, or scourge,  
> or ... geez, sounds a lot like the way ham radio started out!

Having been around for the SSB revolution, I remember very well how that happened. The perception was that you could get out almost as well on phone (SSB) as you could on CW. There was no longer a need for high power.

One of my friends had a Central Electronics 20A and was working as much DX on sideband as I was on CW. (Of course that was in the middle of cycle 19 too.) I was impressed. However, I stayed on CW until about 1965 when I got a Swan 350.

> I hear a lot of hams say they've tried 2-meter repeaters and packet  
> and the like, and it "just ain't ham radio."

They sure got that that one right!!! It's more like a personal radio service that just happens to take up spectrum space that was allocated to the amateur radio service.

> Computer users can be forced into MSDOS and Windows-95 'cuz it's needed  
> for business, but we have a HOBBY and we can't be "upgraded" to the latest  
> Oriental fad without our consent. 73, mike k w9nrd

That's sort of true, but it has been changing pretty rapidly since PR 90-55's R&O took effect. If the publishers and manufacturers are successful in their conversion of amateur radio into a personal radio service and fill it with the fodder of clueless consumers, then they will be at their mercy. When they see sales dropping off, they just do what they have been doing of recent and simply hire the correct law firm, lubricate the process with money, and change the rules as necessary to bring on another sales windfall.

Fortunately, there are pockets of people like most of those who inhabit the boatanchors list who appreciate tradition and the artistic side of amateur radio. We still copy code without a techno-toy and/or fiddle with the guts of a nice warm radio.

73,  
Tony  
K4KY0

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Joe Roberts <72411.533@compuserve.com>  
Subject: Old JAN tubes  
Message-ID: <950808005741\_72411.533\_HHB73-2@CompuServe.COM>

Here's a few more items from this dusty box of oddball JAN tubes I've been dragging around for years. Never know when you'll need to retube an old RADAR, you know?

Anyone having a need for any of the following spares, let me know. . .

721A 723A 72 VT-166 631-P1 (phototube?) Dumont 3ACP7A CRT

Have at least one of each, maybe more. Also have a few magnetrons and other WWII UHF spares.

Joe N4WQC  
sp@tpoint.com  
512-339-6229  
Austin TX

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: jcreid@CCGATE.HAC.COM  
Subject: Packaging, etc.  
Message-ID: <9507078078.AA807817754@CCGATE.HAC.COM>

Here's my tale of packaging:

I bought a Drake 4 line from a chap in New York. UPS wouldn't come to his place to pick up the stuff, so he had his brother take it to Mailboxes, Etc. and had it shipped COD to California. I just about had a heart attack when I got the shipping bill. \$145!! However, I must admit the packaging job was fantastic. Drake doesn't even ship them this good. Every part was at least triple wrapped in bubble plastic and secured with clear shipping tape. Then the radios were placed in a box and surrounded with peanuts. That whole box was put inside another box and cushioned with more peanuts. It took me an hour to get everything unpacked. Looking back, I guess it was worth it. The radios were cherry to begin with(all the crystal sockets were filled, too!) and now they're still cherry. I would've felt bad if anything had happened to them. I realize it's hard to cough up more dough for packing/shipping when you feel the price of the radio has put you close to your means(my wife was thoroughly pissed), but if you want your beloved radio in good condition, it's all you can do.

-Jim N6SVS  
jcreid@ccgate.hac.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: "Cain, Jim, K1TN" <jcain@arrl.org>  
Subject: RE: Packaging, etc.  
Message-ID: <30265C5B@arrl.org>

>>>Here's my tale of packaging:  
>>> I bought a Drake 4 line from a chap in New York. UPS wouldn't come to his  
place to pick up the stuff, so he had his brother take it to Mailboxes, Etc.  
>>>and  
>>>had it shipped COD to California. I just about had a heart attack when I got  
>>>the shipping bill. \$145!!

You can buy very strong boxes at U-Haul for about  
5 bux apiece, and big rolls of bubble wrap for about  
the same, then ship the boxes for about \$10 each.

Make friends with the shipping manager in any  
local outfit that gets a lot of incoming and you can  
have all the free plastic peanuts you little heart  
desires.

Lessee, T4X, R4, PS-4. That's \$50 total, maybe \$60.

Hmmm.... I thought BA people were into saving money?

Jim Cain

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: jmartin@hrlban1.aircrew.asu.edu  
Subject: Packing & shipping BA's  
Message-ID: <SA39+FXa7ka@hrlban1.alhra.af.mil>

I recently shipped a 1926 Zenith 'Super VIII' to myself (Arizona) from a sale  
in Minnesota. I wrapped the entire thing in about 3" of large bubblewrap,

which made a perfect snug fit inside one box, then I put that inside a larger outer box having about 3" gap on all sides, which I filled with foam peanuts. I took this to a Mailboxes Etc, with the intent of shipping it UPS. Perhaps in retrospect it's good that the box exceeded UPS's length+girth limits (total of 140 inches), so it had to go motor freight instead. When I received it I found the Mailboxes people had opened and repacked it for me (without charging more - but then they couldn't, since I was gone by then), substituting sheets of 'egg carton foam,' wrapped around the inner box, for the peanuts which might have settled in shipment! Expensive, but it arrived in perfect shape. Obviously one can't count on this treatment all the time, but now and then shipping stories end on a good note. Many boxes I've received via UPS recently have been partly crushed; I can believe the 6-foot drop stories, and I'm starting to like the way motor freight treats heavy stuff I've gotten. Lots of BAs qualify for motor freight's minimum weight requirement.

73, John Martin

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: don merz <71333.144@compuserve.com>  
Subject: Packing Tips  
Message-ID: <950807133724\_71333.144\_DHQ71-9@CompuServe.COM>

Packing...Shipping? I am an expert. And I have one very simple piece of advice: Over 60 pounds ALWAYS line the box with sheet styrofoam, especially the bottom. Sheet styrofoam, as used for insulation is cheap and as close as you local builder's supply place. I try to put sheet styrofoam in the bottom of everything I ship regardless of weight. BTW, that is in addition to the rest of your usual packing.

Other, more-standard advice: Don't use newspaper--it doesn't work. Period. If you use peanuts, you must compress them tightly into the box. Simply pouring peanuts around a radio in a box is inviting disaster. Use some larger pieces of styrofoam to "block" the set into the position that you want it to stay in. Using peanuts only permits the radio to "creep" inside the box as it travels 100 miles by truck. Then when the driver drops it off the tailgate, the radio has shifted up against the side of the box and is destroyed in the fall.

Don't trust packing places--minimum wage does not inspire great devotion to doing a good job--they almost never pack the peanuts into the box in order to save peanuts!

Don't use a paper towel box from your grocery store to pack your SX-28 in. The original contents of the box should match the weight of whatever you now intend to ship in the box.

Mix packing materials if you can. For instance, sheet styrofoam on the bottom, radio wrapped in 2 or 3 layers of bubble pack then fill with tightly compressed peanuts.

Peanuts come in "weights" (believe it or not). If you buy peanuts, be sure to

get the heavier ones that don't compress so easily--modern recyclable peanuts can take a lot more weight than the older oil-based ones.

Always bag the radio first (this seems simple, but so many people miss this one...).

Enough.

Thanks.

73, Don

71333.444@compuserve.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995

From: BILL088@aol.com

Subject: RE:PACKING TIPS

Message-ID: <950807123649\_132414090@aol.com>

DON MERZ WRITES:

>Don't trust packing places--minimum wage does not inspire great >devotion to doing a good job

Over the last year I have gotten many boatanchors through UPS. I consider myself lucky after hearing about all of the horror stories of destroyed radios. Several of the radios I got were packed by "mailboxes" or something like that. The problem I have with the packing places is the method of packing first, then the price!

I got a HQ-129X from a chap in Washington St. The mailbox charge for the shipping and packing was \$85.00 (more than I paid for the radio). I did not have a problem with the price at first... Price does not equal quality at these places....The box when I got it was tattered and squashed, packing peanuts were vomiting all over the place. The cardboard box was very flimsy and I was amazed that the radio was not damaged. (it had shifted all the way to the bottom)

What if I had bought a 390/sp600 or some other heavy metal boatanchor? I would not mind paying the \$85.00 shipping (probably double that for the iron boxes) if the mailbox places would use better materials. So beware of mailboxes.

Bill AC4LC

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995

From: MEC <danmec@inet.uni-c.dk>

Subject: Re: Russian Radio's ?

Message-ID: <Pine.3.89.9508070912.A27840-0100000@inet.uni-c.dk>

I have a couple FS . have posted them on BA but very few showed an interest.

73 rag oz8ro

On Sun, 6 Aug 1995, Steven Wilson wrote:

> Anyone know of a source of USSR boatanchors ? They had to have similiar  
> units to the R390a, maybe even a copy. If they copied the 6L6 would  
> think they would have some nice firebottle receivers.  
>  
> Anyone know anything about specs, mfr (model numbers), etc.. Maybe we  
> could get a entire cargo container of 1960 - 1975 units ?  
>  
> They built some nice airplanes so one would expect some nice receivers  
> also.  
>  
>  
>

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: Re: Russian Radio's ?  
Message-ID: <Pine.SOL.3.91.950807091220.10412C-1000000@clark.net>

On Mon, 7 Aug 1995, MEC wrote:

> I have a couple FS . have posted them on BA but very few showed an interest.  
> 73 rag oz8ro

Hi Rag,

I think that part of the problem is that perhaps folks are afraid of shipping costs to bring them across the Atlantic. Domestic UPS charges are bad enough!

The other problem is that not too many of us know anything about Russian radios. It's difficult to evaluate wants with an unknown quantity. Have you considered a series of articles for Electric Radio? I would surely be interested in seeing them. Maybe even a book!

73,  
Tony

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: David Adams <dave@flowserver.stem.com>  
Subject: S-27  
Message-ID: <9508070650.AA01261@flowserver.stem.com>

Greetings! I have an old Hallicrafters S-27 lying about in excellent physical/mechanical shape, but electrically shot. I'd like to restore it. Does anyone on the list have any tech info, photos, etc? I'm trying to gather as much info as possible before I leap in.

73 de dave, n9uxu

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995  
From: Henry van Cleef <vancleef@bga.com>  
Subject: Re: S-27  
Message-ID: <199508070750.CAA26158@zoom.bga.com>

As David Adams said

>

>

> Greetings! I have an old Hallicrafters S-27 lying about in  
> excellent physical/mechanical shape, but electrically shot. I'd  
> like to restore it. Does anyone on the list have any  
> tech info, photos, etc? I'm trying to gather as much info  
> as possible before I leap in.

>

Hmm Yasss---the S-27 is the predecessor of the S-36. I recently restored an A, which has since crapped out (again), so have to pull it off the shelf. The two radios are electrically similar, although I am not sure how close they are mechanically.

The 27 should be covered in Rider, around volume 13 or 14. You may want to get the data for the 36A, which is covered in Rider 15.

Keep in mind that 143 Mc. was "state of the art" in 1940. You will want to wash the front end thoroughly. If the deck is demountable, as on the 36A, take it off. Mine got soap and water in the kitchen sink. Be careful when inserting the acorns into their sockets. The mixer tube is very hard to see, and if you bend the pins, you break the seal and ruin the tube. Make sure that the local oscillator is singing with vigor. I replaced the grid leak with a modern film resistor and the grid blocking cap with a styrene cap, and the oscillator is much healthier.

Alignment is fairly easy. IF is 5250 Kc. Do the alignment on AM NARROW. To do the discriminator, set the banpass to BROAD on AM and retune your signal generator for maximum signal. Then go to FM and do the discriminator. It's a standard Foster-Seely circuit, so end up with the output at 0 volts DC when the discriminator is centered. You



will find that the discriminator range is about 160 KC. I put 51K's on the primary and secondary to broaden it out a bit. Also, the FM deemphasis needs shortening----change the resistor to make it about 60 microseconds, which will give you pretty good audio response.

The big clockwork for the dial mechanism is worth paying attention to. On the S-36A, the ball bearing balls on the tuning shaft are .093, and I suggest replacing them, because the old ones will probably be like gravel. You can get a pack of 100 from Small Parts in Florida.

There are no real tricks to these sets. The front end is like a general coverage set in miniature. It'll blow smoke around most general coverage BA's on 10 meters, but things get hazy on Band 3. The audio is superb, and you'll enjoy the thing, even if it won't quite hit 2 meters.

--

\*\*\*\*\*  
Hank van Cleef vancleef@bga.com vancleef@tmn.com  
\*\*\*\*\*

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Clark Fishman (FSAC) <cfishman@fsac3.pica.army.mil>  
Subject: Shelby Hamfest  
Message-ID: <9508071549.aa04977@FSAC3.PICA.ARMY.MIL>

Is Shelby a "world class" (lot's better then most) fest ????

Is it worth a drive from Jersey ??????

Am I nuts ????

Clark Fishman WA2UNN cfishman@pica.army.mil

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: lakeith@wrdis01.robins.af.mil (Larry Keith )  
Subject: Re: Shelby Hamfest  
Message-ID: <199508072009.PAA01258@wrdis01.robins.af.mil>

In your message of 7 Aug 1995 at 1505 EDT, you write:  
> Is Shelby a "world class" (lot's better then most) fest ????  
>  
> Is it worth a drive from Jersey ??????  
>  
> Am I nuts ????

>  
> Clark Fishman WA2UNN cfishman@pica.army.mil

>  
Well, it's good enough that I am trying to find a RV to rent so that I can spend a couple of days, there..

Was there, two years ago.. Enjoyed it -- except for the part where I had to spend the night in the cab of my truck to keep from getting drowned!

Laid back, down home, lots of boatanchors, and good attendance. But, don't try to get a motel room.. They just can't be had!!

C'mon down!!

73,

Larry, KQ4BY

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: rdkeys@unity.ncsu.edu  
Subject: Re: Shelby Hamfest  
Message-ID: <199508072009.QAA27793@cc01du.unity.ncsu.edu>

>  
> Is Shelby a "world class" (lot's better then most) fest ????

It is about the biggest thing in the South.

Be prepared to camp out in situ and don't fail to get the by at least thursday morning. Later than that and you may lose out in finding a good spot in which to camp/squat.

> Is it worth a drive from Jersey ??????

If you can hobble there DO! It is the only place where I can consistently find 1912 Siemens Brothers London spark tuners, rotary gaps, VT-1's, Collins 30's, original breadboards, unhacked arcus-fivus thingies, etc.

Jersey may be a fer piece to travel from.....

....but, some folks get there a WEEK early and stay the duration!  
The fest is officially open Saturday and Sunday, but things roll starting Tuesday before or earlier.

>  
> Am I nuts ????

Nope..... jus dedicated.....!

>

> Clark Fishman WA2UNN cfishman@pica.army.mil

>

73/Bob/NA4G

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995

From: "Barry L. Ornitz" <ornitz@eastman.com>

Subject: Re: Shelby Hamfest

Message-ID: <Pine.ULT.3.91.950807153932.13569A-100000@dua150.kpt.emn.com>

On Mon, 7 Aug 1995, Clark Fishman wrote:

> Is Shelby a "world class" (lot's better then most) fest ????

> Is it worth a drive from Jersey ??????

> Am I nuts ????

> Clark Fishman WA2UNN cfishman@pica.army.mil

Yes, we are all nuts.

Shelby is probably the largest southeastern hamfest. It is mainly an outdoor hamfest with many commercial dealers present but no manufacturers like at Dayton. The quality of the "junque" has been changing in recent years. The last year or two, Shelby has had little in the way of parts - something Shelby was once known for. You could not even buy standard 7400 TTL IC's last year. Surplus test equipment was either junk or priced way too high. There were numerous older tube rigs, however, and a number of people were selling tubes.

Many people get to Shelby early in the week and most of the trading of the really good stuff is done before Friday night. There are many folks who drive in Friday night or early Saturday morning, however, with trunks filled with enough stuff that you may still find a bargain.

Don't expect to find a hotel room within 40 miles of Shelby this time of year. It is somewhat like Dayton in this regard.

It is usually hotter than hell at Shelby with an occasional shower or two that does not cool things off but only raises the humidity. I have seen it when a hurricane was off the coast and it was quite chilly but this is the exception.

I am generally there every year, though, so if you go, I hope to see you!

73, Barry WA4VZQ ornitz@eastman.com

[I actually had to miss the Shelby hamfest one year because I got married that weekend. Big mistake! I should have gotten married a month earlier or a month later.]

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: HAMRLUND@aol.com  
Subject: Re: Shelby Hamfest  
Message-ID: <950807163555\_132598735@aol.com>

sounds like a old fishman's story too me....

robert

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: HAMRLUND@aol.com  
Subject: Re: Shelby Hamfest  
Message-ID: <950807165238\_132614913@aol.com>

or maybe you should have missed the marriage and made Shelby...; > )

robert

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Steve Ellington <n4lq@iglou.com>  
Subject: Re: Shelby Hamfest  
Message-ID: <Pine.SOL.3.91.950807204903.13188B-1000000@iglou.iglou.com>

Tell me more about this Shelby Hamfest. Where is Shelby. Which state etc.  
What are the dates and times. Sounds interesting!

Steve  
n4lq@iglou.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: "Greg Anders" <anders@autopsy.corp.sgi.com>  
Subject: Source for Cyrstals  
Message-ID: <9508070844.ZM19270@autopsy.corp.sgi.com>

I'm seeking a source for crystals to add the WARC bands to my Drake T4XC/R4C. Anyone have a phone number or address for a suitable vendor?

Thanks,

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: paul Veltman <veltman@netcom.com>  
Subject: Re: Source for Crystals  
Message-ID: <Pine.3.89.9508070910.A16052-0100000@netcom15>

On Mon, 7 Aug 1995, Greg Anders wrote:

>  
> I'm seeking a source for crystals to add the WARC bands to my Drake  
> T4XC/R4C. Anyone have a phone number or address for a suitable vendor?  
>  
>  
> Thanks,  
>  
>

Greg,  
I don't have a phone number handy right now, but call ICM (International Crystal Manufacturing) in Oklahoma City. They're perhaps a bit more expensive, but I've been dealing with them for the last 30 years in both ham and commercial applications and their quality has always been there.

73

Paul WA6OKQ

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: davidh@gn2.getnet.com (Dave Hollander)  
Subject: Re: Source for Crystals  
Message-ID: <v01530503ac4c4cb2bbd5@[10.0.2.15]>

> I'm seeking a source for crystals to add the WARC bands to my Drake  
>T4XC/R4C. Anyone have a phone number or address for a suitable vendor?  
>  
>  
>Thanks,

Try

JAN Crystals  
2341 Crystal Drive  
Ft. Meyers, FL 60017  
813-936-2397

I ordered WARC xtals for a Drake 2B and they still have all of the records  
for older equipment. Had them in about 2 weeks.

73,  
Dave N7RK

\*\*\*\*\*

Dave N7RK  
Phoenix, Arizona

davidh@getnet.com	\\-// (o!o)	N7RK @ N7MRP.AZ.USA.NOAM
-----oo00-(_) -00oo-----		
E-Mail Address		Packet Radio Address

ex-N7RK/ZB2, VK2ERK, ZM0AJN, WB6NRK

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Grant Youngman <gyoungma@gtetel.com>  
Subject: SP600 Knobs Needed  
Message-ID: <Chameleon.950807213430.gyoungma@gyoungma.gtetel.com>

I recently posted a plea for one of the RED knobs for an SP600-JX17. Somehow  
the post showed up twice on the list several days apart (I didn't do it, guys,  
honest :- ) )

Well, iI should have been posted THREE times. Now that I know what this SP600  
model is supposed to look like, I've discovered I have only one of a total of  
FOUR of these knobs that are supposed to be there. So I need THREE and not  
just one

If you have any SP600 parts, or parts units, or know someone who does or might  
have, I'd appreciate any and all help. And I'm quite happy to pay handsomely  
(but reasonably) for the things.

Thanks .. Grant/NQ5T

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995  
From: David Barts <davidb@scn.org>  
Subject: Thanks!  
Message-ID: <Pine.SUN.3.91.950807092018.27468A-100000@scn>

A couple weeks ago, I posted a story about "bad" 7868 output tubes in a Bogen PA amplifier, to which a number of people responded that I should suspect the bypass capacitors, not the tubes. I replaced all the old molded black plastic capacitors in it over the weekend, and yes, that did fix it. It works perfectly with both the old RCA tubes and two of the almost-new Sylvania tubes that I tried.

What a relief, knowing that I'm not out \$\$\$ trying to find rare tubes to make the thing work again!

David W. Barts (davidb@scn.org)  
REAL radios glow in the dark.

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: "Tony Stalls (K4KY0)" <j38@clark.net>  
Subject: TV7/U Series  
Message-ID: <Pine.SOL.3.91.950807200903.9036A-100000@clark.net>

What are the differences in the various TV7/U models? I think they go to a TV7D/U. Right?

Thanks & 73,  
Tony  
K4KY0

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: n5off@w5ddl.aara.org  
Subject: UPS Lost My 51S-1  
Message-ID: <151131@w5ddl.aara.org>

My first (nice) BA was a 51S-1 that I bought from Chuck Penson in Minn. He shipped, and I waited, and waited, etc.

Long story short, they lost it without a trace.

Luckily, Chuck had insured it for full value, and since there was no body, they paid.

I can picture it now, that 51S-1 tuned to Gordon Liddy in some UPS back room :-

I guess in some ways, it was better lost than received damaged . . maybe.

73 de tom

From boatanchors@theporch.com Tue Aug 8 00:01:00 1995  
From: Michael Wilkinson <mike@gas.physics.usu.edu>  
Subject: Wanted - TCS Parts  
Message-ID: <199508080219.UAA00330@gas.physics.usu.edu>

BA enthusiasts,

I've been putting together a TCS-12 set for myself, the set that I have is in very good condition. I'm interested in restoring the set as close to original operation and getting it on the air. I'm looking for the following parts/accessories, any help in locating these items would be greatly appreciated:

Interconnecting Cables - I'm missing the motor to TX cable and another cable has a damaged connector. I figure it may be best to locate a complete replacement set.

Remote Unit (23270) - Although not necessary for operation, I'm extremely interested in finding one to complete the set.

Crystals - The TX has crystals in it, however, the RX does not. I'm looking for a set of four crystals that was typically used in the TCS set.

Collins TCS 110 VAC power supply (PP-380/U) - I'd like to use one of these as an alternative to the dynamotor assembly. (I hear they are rare, however)

Key and Mic - The instructions show models 67A (Key) and 51004-C (Mic), however, anything that is typical of the period of operation would do...

Bases - I'm missing the two bases that were included with the set for either horizontal or vertical mounting.

Antenna - I'm looking for a period antenna that was typically used with the TCS set. The instructions I have state a 20' whip antenna, however, no other information is offered.

Missing Instructions - I have a photocopy of NAVSHIPS 900, 291-1B. Some of the pages are missing, if anyone has a copy of this book I'm looking



for the following pages:

v, vii-xv, 1-4, 59-60, 68-154, 160-161, 170-184, 187-197, 200-

Spare Parts - I'd like to find spare parts if I can, I'm sure something in the future will break... :)

Thank you for any help you can offer in my endeavour...

73s

-Mike

--

Michael Wilkinson	Email: mike@gas.physics.usu.edu
_a' /{ <.	WWW: http://gas.physics.usu.edu/~mike
~~~ _} \{ _ )	MUSE: Priam_Agrivar chezmoto.ai.mit.edu 4201
\(._(.)'	Office: SER 011, Utah State University
._> _>.	Phone: (801) 797-2629
no interesting quotes to follow	Radio: KC7JWU

From boatanchors@theporch.com Mon Aug 7 11:40:00 1995

From: lstolz@tekelec.com (Lynn Stolz)

Subject: WTB: '72 & '75 ARRL HB

Message-ID: <9508071507.AA20752@london.oh.tekelec.com>

I am looking for good condition ARRL RADIO AMATEUR HANDBOOK, for the years 1972 and 1975. Top price paid for quality books. Anybody got duplicates they would be willing to part with?

--

Lynn Stolz N8AJ --lstolz@freenet.columbus.oh.us or lstolz@tekelec.com

From boatanchors@theporch.com Mon Aug 7 16:23:00 1995

From: wendler@tomcat.adc.ray.com (John Wendler)

Subject: Re: XTAL Tech

Message-ID: <9508071929.AA29245@tomcat.adc.ray.com>

References, for those who like Tensors:

Introduction to Quartz Crystal Unit Design

Virgil E. Bottom

Van Nostrand Reinhold

New York, N.Y. 1982

ISBN 0442262019

Piezoelectricity: An Introduction to the Theory

and Applications of Electromechanical Phenomena  
Walter Guyton Cady  
Dover  
New York, N.Y. 1964  
(2 Volumes)

73,  
John